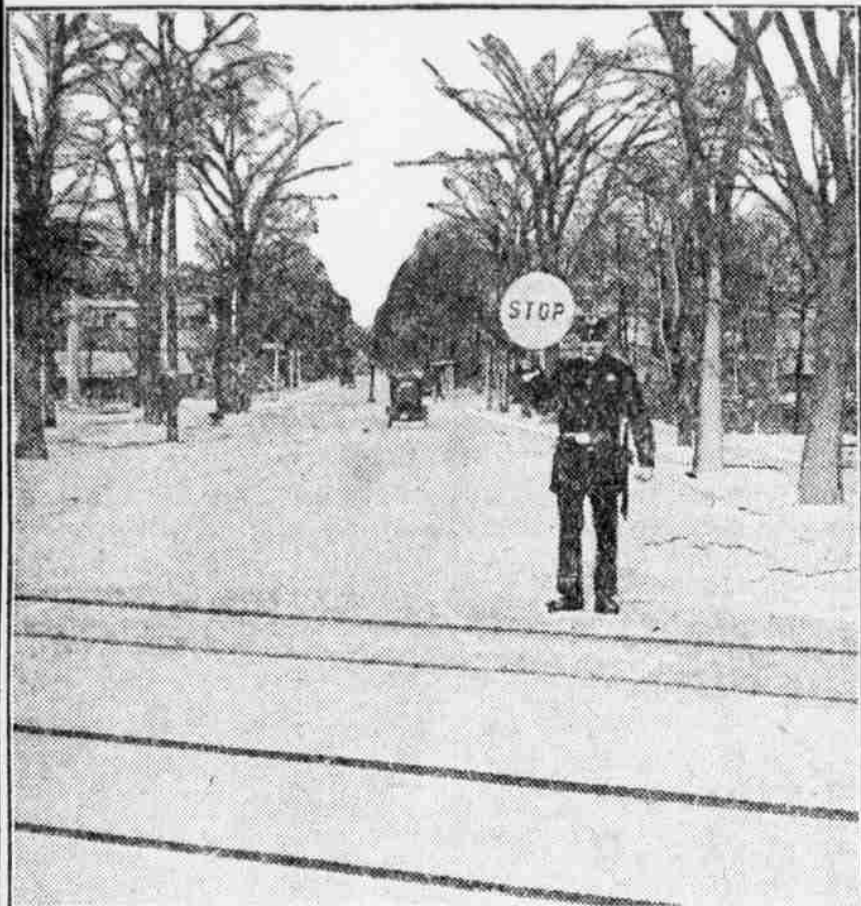


CROSSING SIGNAL UP TO DATE



Railroads passing through Chicago suburbs have adopted a new safety device, explained by the illustration, which shows the "stop signal" in use at crossings.

FOR SCHEDULE SPEED LONG WAIT FOR RAILROAD

RAIL AUTHORITY OPPOSES "SPURTS" ON THE LINES.

Is Satisfied That Continuous Running on Time Explicitly Arranged for Is What Is the Desire of the Traveling Public.

Should a maximum speed limit be fixed for all railroad trains, and what does the public desire most in the way of operating, great spurts of "flyers" or sustained speed that usually spells "on time"? The constant aim of the railroad officers is continuous runs and adherence to schedule rather than 90-mile dashes.

At times, officers of railroads have issued orders prohibiting an engineer from attempting to make up time, that once he got behind he was merely to maintain his speed and keep from losing more time. This rule has been pronounced by many railroad men without particular reason, because a train might have sufficient leeway in its schedule to make up an hour or so lost time without great speed. The other train highly keyed would be in no position to make up any loss, except by running at very high speed. Speaking on this question, A. M. Schoyer, an authority on rail operation, said:

"The thing that counts most in the operation of trains is continuous running and not very fast speed at one point and very slow speed at another. There is something wrong with the operation when passenger trains are subject to frequent delays, slowing up behind other trains, crawling in and out of terminals and in many ways eating up schedule time. Aside from snow and other weather conditions, a large per cent of these petty delays are unnecessary, and are due to lack of proper discipline or inferior facilities or perhaps lack of team work all around."

"If a train can be started from one terminal and operated without delay, making a continuously uninterrupted smooth run to the next terminal, it means maintenance of schedule and modified speed for any railroad. By this I do not mean nonstop runs, but the operation of the trains without the unnecessary delays which are so frequent."

On the subject of great speed, Mr. Schoyer said:

"I have ridden behind steam engines going 90 miles an hour for mile after mile uninterrupted, and I believe that speed or possibly a few miles more is about the limit of our present steam power on level railroads. With electricity great speeds are recorded. Of course, with the latter there is power for unlimited speed, all speeds being subject to the limitations of track and roadbed. There need be no great speeds on American railroads. If we build, maintain and operate our roads so that extra stops and unnecessary slow points are eliminated. Continuous and uninterrupted running at average speeds is the need of American railroads today."

Has Won Fame as Freight Tracer.

An Italian, who has distinguished himself through clerical work, is Francis B. Coglion, who began railroad work as a telephone operator. He has been promoted a number of times and now is serving as clerk in one of the freight stations. He is in charge of claims for missing or damaged freight. No matter how long the trip such freight may make it is exceedingly difficult for it to escape Mr. Coglion's watchful eye. He is a sort of wizard at finding lost, strayed or stolen freight.—New York Herald.

Mistook Greeting for Signal.

As a heavy passenger train near Colfax, Cal., was passing a curve a man leaned from the rear vestibule and waived at a young woman in one of the forward coaches. The engineer chanced to be looking back, caught the wave, and, thinking something had gone wrong, stopped the train.

Pennsylvania County Finally to Have Method of Transportation That Is Up to Date.

Milford, the capital of Pike county, Pennsylvania, has subscribed the \$25,000 required to insure the building of an electric railroad from Port Jervis. Milford has been patiently waiting for railroad communication with the outside world for nearly 70 years, and attempts to secure it have cost up to date nearly \$1,000,000, with the railroad no nearer built than it was in the beginning.

The Milford and Matamoras Railroad company was chartered by the Pennsylvania legislature in 1848. It was organized in 1854 upon the completion of the bridge across the Delaware at Port Jervis, which the New York & Erie Railroad company was obliged to construct for the prospective local railroad at a cost of \$80,000. The local company slept until 1870, when it woke up and suspected that another company was about to build a railroad up the valley and across that bridge, and it made an attempt to begin work on its railroad.

The company failed before more than a few hundred yards of grading was completed, and the state of Pennsylvania was mulcted in the sum of \$64,000 to pay for the work the contractor was alleged to have done.

HEAVIER AND HIGHER RAILS

Lehigh Valley Orders Biggest Ever Made for General Service on American Steam Roads.

The Lehigh Valley railroad has ordered 2,500 tons of rails that will weigh 136 pounds to the yard. According to the Railway Age Gazette, these will be the heaviest rails ever made for general service on a steam road in this country. They will be seven inches high and six and one-half inches wide at the base, which is an inch higher and an inch wider than the 110-pound rail now in general use. Until about two years ago rails that weighed 100 pounds to the yard were the heaviest in general use. A year ago the rail commission of the American Railway Engineering association submitted sections for 100, 110, 120, 130, and 140-pound rails, but did not recommend the last two sections, since it did not consider that they were then necessary. The Pennsylvania railroad adopted a standard 125-pound rail section a year ago, and has laid a large number of the new rails during the past season. Everywhere throughout the country the tendency is toward heavier rails. In 1897 only 20 per cent of all the rails produced in that year weighed 85 pounds a yard or more. By 1900 the percentage had risen to 25; by 1905 to 45; by 1910 to 58; and by 1914 to 72.

Gets a Railroad; Wonders What to Do.

John V. Maise, a laborer, is the possessor of a railroad and does not know what to do with it. He had a claim against a Gadsden (Ala.) street car company, went into the courts with it, secured a judgment for \$108.56. Payment was not forthcoming, and Maise levied on the road. After he got possession of the property he did not know what to do with it, and lawyers are trying to find some means of satisfying the judgment and costs, keeping the property in the hands of the street car company with uninterrupted service and at the same time get a fee for themselves.

Strenuous Hint.

"I never know what to do with my feet when I'm in a parlor," remarked the bashful young man on the sofa as the conversation began to lag. "Didn't it ever occur to you," rejoined the matter-of-fact maid, as she struggled to suppress a yawn, "that you might be able to steer them to ward home?"

European Run Argentina Lines.

Fully 90 per cent of the Argentina railroads, about 20,000 miles, are managed by European engineers.

LATEST CORSET COVER

NEW LINES MADE NECESSARY BY THE WIDE SKIRTS.

Design for Combination Garment That Will Be Found to Meet all Requirements of Fashion—Suggestions for Trimming.

With the incoming of wide skirts and new bodice lines comes a necessity for new lines in underskirt and corset cover, and this design furnishes the sort of combination garment that



Combination Petticoat for New Gowns.

meets the requirements of both. The broad band that does not come up to the arms, which furnishes all the bodice of many evening frocks, and with a strap across the shoulder to hold it in place, can be worn over this type of corset cover, where the jeweled or

ribbon or shirred shoulder strap may be fastened over the strap beneath it, and so not allow any hint of under wear. There is a fight against this type of overbodice, but while it reigns this type of corset cover is a necessity, and may be worn with any other sort of dress waist.

For nearly all styles of figures a yard and a half will prove ample when purchasing the flouncing for the corset cover, and some figures require less. It is a pretty fancy, that is very common, to make the corset cover of some sort of cross-barred or figured lawn or batiste. This is much cheaper than flouncing of the better class, and can be finished at the top with a narrow heading and edge of embroidery or lace. The top should always have a narrow edge, because it would otherwise spoil the flat appearance of the waist worn over it.

This new wide skirt is adorned with an embroidered flouncing and a heading to match the heading that connects corset cover and skirt. The same design is good for the Dolly Varden sateen and silk underskirts that are now in vogue, and these skirts are finished with flounces of material that often contrasts in color and figure, and all are edged with ruching, little ruffles or cordings. It is a fancy to make petticoats of this character with plain tops and flowered flounces, but, however they may be constructed, it is the fashion of the season to have very elaborate petticoats, often of satin with veilings of chiffon and over so many furberlows and ribbons.

FASHION HINTS

There is nothing prettier or more comfortable for the little girl's chemise than white crepe de chine.

Checked taffeta makes a pretty trimming for a dress of plain color.

Button trimming is in evidence on suits and frocks.

Most utility coats are long enough to almost cover the dress.

Entire dresses are made of silk jersey for outing wear.

Many of the new silk suits have carefully fitted backs.

Mousse color is a soft and becoming shade.

New silks are in large and striking checks and daring stripes.

Flannel blazer jackets are coming into use for street wear with serge skirts.

Many new evening dresses have short puff sleeves.

SEASON'S STYLES BY A MAN

No Wiring or Hoops, but Short, Full Skirts Are Displayed for Approval.

It was a man's collection of models I went to see this week, and undoubtedly he knows how to dress women. The exaggerated hips were not to be found; the bones, the flounces, the stiffness with which some models are being spoiled were not there; but everywhere you saw short, full skirts, with hips that showed a variety of drapings, gatherings, pocketings and plaitings and none of them was outrageous. The tailor-made had short basques and full skirts, with collars of different kinds, some lying flat, some standing up, some of the Henri II pattern, some of the Louis XIII. There were boleros with loose flowing backs, there were "dolmans" of 1860, loose floating things which came to the knees and which needed the supple grace of a young and beautiful woman to make them possible.—From a Paris Letter to the London Times.

Washing Spats.

White spats are only permissible as long as they are really white. To have them look like new again when they have become soiled, the broad-cloth variety can be washed. Use warm water and good white soap. Wash well, rinse, and don't wring out. Let them hang perfectly wet, and after a few hours they will be dry, smooth, and ready to wear.

NEATNESS EASY TO ATTAIN

Smart Dressing Not as Difficult as It Was Only a Few Short Years Ago.

There was a time when it was far more difficult to look smartly dressed than it is today. That was the time when we wore separate belts, when there was dress braid on our skirts, when we wore separate neckwear. We had to be careful that the braid on our skirts didn't become ripped, to hang in loops of untidiness. We had to see to it that the belt of our skirt didn't sag. We had to see to it that the leather belt we wore exactly coincided with the skirt belt. We had to see to it that the ribbon or muslin collar we wore exactly made connections with the blouse beneath it. Yes, those were, indeed, difficult days.

Today neatness counts as much as ever, but there are not so many pitfalls for the woman who would be neat.

Neatness of footgear counts more than ever before. The shoes must be spotless, well polished and in good repair. Heels that slant are an outrage on good dressing; moreover, they are decidedly unhealthful.

It goes without saying that the hair



The coat of this suit has a full flare back and sides. Embroidered pockets are introduced on coat. There are full flaring cuffs and embroidered lingerie collar.

NEW PERFECTION KITCHEN PRIMER

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LESSON 5



EXIT BLUE MONDAY

Here it is Monday washday and Mrs. Sprightly is still smiling.

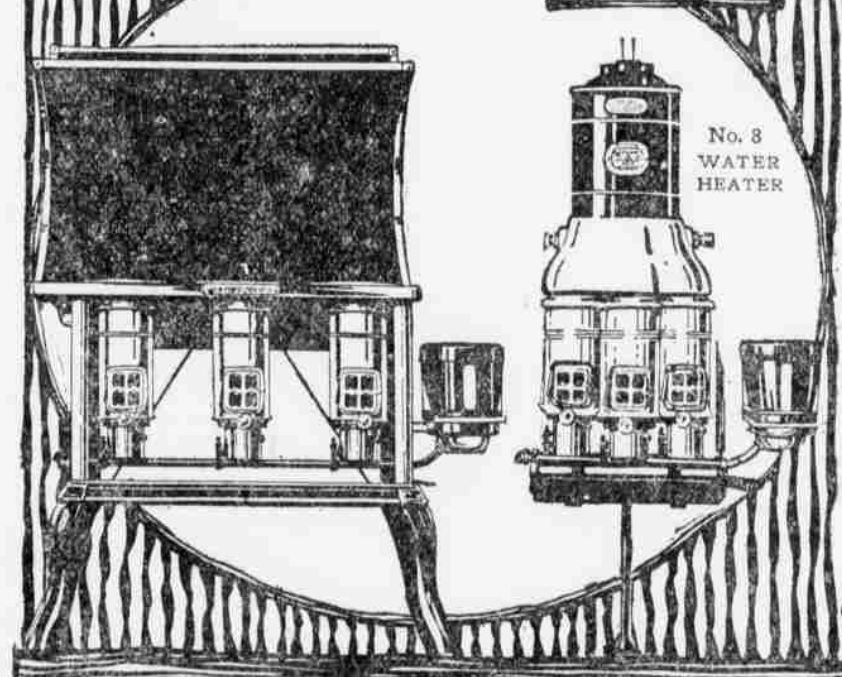
Why?

Because she has plenty of hot water. Her New Perfection Kerosene Water Heater supplies all the hot water she needs for kitchen and bathroom and it costs less than it would to keep a hot fire going in the range. Mrs. Sprightly lets the range go out altogether in the summer time—does her cooking on a New Perfection Oil Cook Stove.

It's the famous long blue chimney burner that makes New Perfection oil-burning devices efficient and trouble-proof. 1916 model New Perfection Oil Cook Stoves have the new patented reversible glass reservoir and many other improvements. Sold in 1, 2, 3, and 4 burner sizes by dealers everywhere.

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